



Comhairle Cathrach
& Contae **Luimnigh**

Limerick City
& County Council

30th July, 2021.

To the Mayor and Each Member of Limerick City and County Council

**Chairperson's Report of the Travel & Transportation Strategic Policy Committee Meeting
of 9th July, 2021.**

The Chair, Cllr. Leddin opened the Meeting.

**Item 1: Adopt Minutes of Travel and Transportation SPC Meeting of the 20th April 2021
2021**

The Minutes of the Meeting of the Travel and Transportation Strategic Policy Committee held on the 20th April 2020 were proposed by Cllr. O'Donovan, seconded by Cllr. Kilcoyne and adopted.

Item 2: Update on new Organisational Structure - Peter Williams, A/Administrative Officer:

Mr. Williams gave an update on the new organizational structure and introduced Ms. Nuala Gallagher, Director Planning, Environment & Place-making. The Members welcomed Ms. Gallagher who agreed to give an overview on how the two directorates will work together at a future SPC Meeting.

Item 3: Update on the new Active Travel Department - Sean Mc Glynn, A/Senior Engineer:

Mr. Mc Glynn gave an update on the new Active Travel Department confirming that an allocation of €17.5m has been received for the project.

The Chair and Members thanked Mr. McGlynn for the presentation. In responses to questions, Mr. McGlynn added the following -

- The Tender for Patrickswell Renewal scheme is currently being published to engage consultants.
- Staffing is being reviewed and a planner and senior planner will be required as part of the new structure.

- The Dooradoyle to Hyde Road works, which are an integral part of LSMATS is still under review.
- There are also on-going projects in the county and offered to organise progress reports to Members at a future meeting.

Item 4: Update on Safe Routes to School Programme (SRTS) - Karen McDonnell, Assistant Planner:

Ms. McDonnell gave an update on the Safe Routes to School Programme and confirmed that 8 out of 40 schools in Limerick were selected.

The Members welcomed and thanked Ms. McDonnell for the presentation. In responses to questions raised, Ms. McDonnell added the following -

- The final decision on the chosen schools was entirely made by An Taisce and the Council did not have any input in selection.
- There was a mix of rural and city schools that applied and any schools not selected will be brought through the project on a rolling basis. The Council will assist all other schools.
- She agreed with Members that consultation is key to keeping residents informed, and schools will have a very important role in community buy in.
- The type of project depends on the feedback from schools and children. She and a Council Engineer will collaborate with schools and green schools to identify school needs.
- The measures to be implemented include extra signage, additional pedestrian crossings, school zones.
- As regards a timeline, work will continue in the background throughout July and August and when school returns there will be more consultation.

Item 5: Notice of Motion submitted by Councillor E. O'Donovan (referred from Metro Meeting)

"I will move at the next meeting that road markings are reviewed when designing and upgrading roads to ensure they are in line with the Design Manual for Urban Roads and Streets to facilitate the reallocation of space from private vehicles to pedestrians and cyclists"

In proposing the Notice of Motion, Cllr E. O'Donovan stated that the Design Manual for Urban Roads (DMURS) is a mandatory document for local Authorities when designing and upgrading roads, to reallocate space to sustainable active travel. She added that the same line markings are being put in following the resurfacing of roads and that the same priority is given to cars. She is asking the Council to consider replacing the existing lines to install temporary cycle lanes and widen walkways. Cllr. Secas seconded the Motion.

Mr. Gallagher then read the written response that was prepared:

“Limerick City and County Council uses the relevant design standards, including Design Manual for Urban Roads and Streets (DMURS) where appropriate, in designing and upgrading roads. Use of DMURS is obligatory in urban areas. Where feasible, facilities for pedestrians and cyclists are provided using kerb segregation. When resurfacing roads, segregation can be provided where feasible by bolt-down rubber kerbs, typically delineating former hard shoulders or extra wide roads for cyclists/pedestrians, ref: imminent works on Condell Road, Groody Link Road and Plassey Park Road. In some instances, bollards are used to achieve the same delineation, i.e., southern approach to Kilmurray Roundabout in Castletroy.

It should be noted that many of the roads serving the city are designated as Priority Bus Corridors in the draft LSMATS and a detailed design of these corridors forms part of the rollout of improved public transport, cycle and pedestrian facilities. These schemes will form part of Limerick BusConnects. The design and construction of these schemes will of course be in accordance with relevant standards, and forms a significant part of the short-term delivery of the Limerick Shannon Metropolitan Area Transport Strategy (LSMATS).”

In conclusion, Mr. Gallagher added that he fully accepts the idea of DMURS regarding the allocation of road space for active modes, but only if it provides a level of safety to cyclists, and the Council is working in a safe mode towards doing that.

Item 6: Notice of Motion submitted by Councillor S. Novak Uí Chonchúir (referred from Metro Meeting)

“I will move at the next Meeting of the Metropolitan District of Limerick that road space on the Dock Road be reallocated more appropriately towards cycling, walking and an improved public realm.”

In proposing the motion Cllr. Novak addressed numerous concerns she had with the Dock Road and said she would like to see the Dock Road reimagined and transformed.

Cllr. Leddin seconded the Motion. He added that the Dock Road is a primary artery road going into the city and asked Mr. Gallagher for clarification if Arup Consultants had done an assessment and redesign of the Dock Road.

Mr. Gallagher then read the written response that was prepared:

“The Dock Road forms a major road entry point into Limerick City and carries a significant proportion of Heavy Commercial Vehicles. Currently it is not a comfortable road for cyclists to share, especially at peak traffic times. The Dock Road is designated as a Priority Bus Corridor in the draft LSMATS and design on this corridor will begin shortly as part of the Limerick BusConnects rollout. LSMATS allows for the provision of segregated cycle facilities potentially along the river bank as part of an improved public realm in the realm.

It is not proposed to mark out temporary cycle lane markings in advance of the fully designed BusConnects scheme because of the need to have a safe and fully delineated cycle facility in this area.”

Following discussion Mr. Gallagher also added that he appreciated all the comments from the Members and reiterated that any works undertaken will have to be safe and continuous and not give a false sense of security to users and that works will only be undertaken when health and safety issues are addressed.

Item 7: Question submitted by Mr. Bruce Harper

“What is the status of the Limerick Metropolitan Cycle Network Study, and does the Council still aim to meet the Quality-of-Service levels set out in the study (i.e., A and no less than B for primary routes, B and no less than C for secondary routes etc.)?”

A response to Question was circulated to all Members prior to Meeting as follows:

The Limerick Metropolitan Cycle Network Study was developed by Limerick Smarter Travel in conjunction with the National Transport Authority, the funding agency for sustainable transport measures in Limerick. The study identified a contiguous series of cycle routes across the metropolitan area which would provide a network of connected primary, secondary and feeder routes. The study has informed and been incorporated into the Limerick Shannon Metropolitan Area Transport Strategy (LSMATS), with the latter now being the primary strategy document for implementation on the ground.

Limerick City and County Council aims to deliver as high a Level of Service as is practicable for each element of the network, with segregated cycle ways a priority where feasible. Ideally the routes that carry the highest volumes of cyclist should have the highest Level of Service. However, due to various constraints, in particular along primary corridors on city streets, it is not always possible to provide a Level A Quality of Service on these routes, primarily due to density of junctions and competing demands for roadspace. However, LSMATS will endeavour to provide comparable Levels of Service as identified in the Limerick Metropolitan Cycle Network Study.

This concluded the business of the Meeting

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Chairperson of the Travel & Transportation Strategic Policy Committee